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American troops were inferior physically, temperamentally and professionally. These assertions have been echoed by the German press.

Consequently it is interesting to find the *Vossische Zeitung* of Berlin informing its readers that "large numbers of American troops were assembled at the Swiss border." The *Vossische Zeitung* uses the language of a militaristic nation. When a Prussian newspaper speaks of "large numbers" of troops the phrase has a significance different from that which would attach to it were it used by an American unaccustomed to great armies maintained as a part of Government routine.

The *Vossische Zeitung* employs this phrase in an article which attributes to this country a design for the invasion of Switzerland, and sets forth at considerable length the alleged reasons for abandoning the project. The essay in international law and military strategy is of no consequence, but the description of the American army is interesting as it may reveal the truth about our Expeditionary Forces, or indicate a new German policy in the treatment of it as a factor in the war.

**Why Japan Has Sent No Army to Europe.**

Two questions are often and honestly asked, not by the man who knows the situation, but by the average American:

1. What does Japan need with so large an army, and one kept at the highest point of efficiency?
2. Why does not Japan send part of this large army to Europe to help the Allies?

In the first place the "yellow peril," so called, which was originally started by WILLIAM HOHENSTOLTER, who had his nightmare made into a picture, is in America largely a facetious fancy, but it is something more to Japan. It is a very real condition, not a theory. A nightmare comes from within, even from an overloaded stomach and a disordered brain. The United States, as a nation, could profitably take two million Japanese within her borders to reclaim her waste lands, add to her wealth, increase her food output and teach us some things we need to know. We should be the better for it, for millions of acres are wasted in our Southern States, especially, which Japanese experts could turn into a rice garden within five years. All things considered, there never was really any "yellow peril" from the Japanese, who by the way have fulfilled treaty obligations far better than we have. In this the "heathens" have surpassed the "Christian" nation. The Irish and the Chinese, the Emperor WILLIAM were partners in creating the "yellow peril."

Nor, on the other hand, has the United States any grudge against Japan. More money has been made by Americans in Japan, who began in 1850, than by Japanese in America. The former began by picking up dollars in the Mikado's empire fifty years before the Asiatic Islanders came in any number on our shores.

On a narrow strip, of volcanic islands, fifteen by nature to sustain ten or fifteen million people, and in total area only half as large as the State of Texas, sixty millions of Japanese must find a living. In a land nearly all mountains and steep places, only one-twelfth of the area can be cultivated. Japanese must work twice as hard as Americans to exist. Ninety-seven per cent. of the Japanese people can read and write; in Russia fifteen per cent.

Why then such a large army? Well, to say nothing of European nations, whose record in Asia is conquest, conquest, conquest, and the actual wounds received in times past from earth hungry Russia, Germany and France—all of which we know the dates—there is the real Yellow Peril in China. With her four hundred millions and untold potential wealth lying just across the narrow sea, China does not love Japan. No two peoples in all the world are more different, one from the other in body and mind, in age and history, in temperament and ideas, in method of historical evolution, than the Chinese and Japanese.

What if China should "find herself" have a common spoken language, and then unite and arm? Japan does not forget that China was bitterly angry at her when, in 1872, she adopted the calendar and customs of the West. The great Central Empire even regarded the islanders as ungrateful traitors to Oriental ideas, inheritance and civilization, and her insults were simply unmentionable. One Sun reader remembers them.

Not! The Japanese feel that they must not, cannot, relax vigilance for a day. As for any animosity felt against the American people or Government, which under President MCKINLEY and two generations ago wooed them out of hermitage, and later sent an army of altruists, educators and expert employees to lead her, showing her the way to prosperity, the very thought—unless we provoke them—is absurd. A Japanese is no more "incurable," or "cunning," or "reticent," than a Yankee. Moreover, when you know his language and customs you find he hedges, or deceives, or lies no more than the average stupid mortal, and is burdened with no more moral infirmities.

The "Oriental" of the novel, the stage and the "movies" is a literary legend, but not a reality. It is, however, true that in writing for sensational magazines one can make more money by lying about the Japanese, or any other dark skinned aliens, "not

eligible to citizenship," than by telling the truth.

Why not send an army to Europe? In the first place, when waters divide lands or continents, ships and navies are even more important than armies. When the war began Japan promptly despatched 80,000 men, took the German forts, swept the Germans out of China and the Pacific, spending \$100,000,000 in the enterprise. It was then indignantly asked by some, "Why did Japan butt in?" Now the same persons ask, "Why does she keep out?"

As a matter of fact, Japan is very much in. Over all the German colonies on the Pacific Islands the Sun banner now floats. Japan's navy first conveyed the transports containing the Australians and New Zealanders and some South Africans to the Allied fronts. Her warships have patrolled the Pacific since September, 1914, thus releasing the British, French and American naval forces for Europe. Next, Japan sent a fleet of destroyers to the Mediterranean. For her own needs, for her very life, since she must import not only food but seventy-five per cent. of all her metals, Japan has at present no more commercial shipping than will supply her own needs. Because she requires so much metal she will never, if possible, allow any European power to control, at least by attempted force, the iron mines of China. To preserve the peace of the Orient and to save China from foreign conquest, Japan must keep a large army. Japan cannot afford to let China be subdued and held by a European nation. China on the surface may not like Japan's seeming bumptiousness. Deep in her heart she knows the value of Japan's friendship.

In the first place, Japan has not the requisite shipping, will not have for years—build she as fast as she may or can—to transport an army to Europe, which must go around by sea because the Siberian railroad is not demoralized. Moreover, Russia has never wanted men, but munitions, and these the Japanese have furnished from the first. For heavy traffic the Siberian railway is out of commission till Russia finds herself and has a stable Government.

Another and more serious obstacle lies in the fact that, as a French Marshal declared, "a great army is like a snake, it goes on its belly." The diet of the Japanese soldier is mostly rice and vegetable food, with fish and only a little meat, and has been so for ages. The rations needed could not well be provided in sufficient quantity in Europe. A sudden change in the habits and substance of provender would surely lead to general inefficiency and various forms of disease.

All the elements in the problem, distance, shortage of shipping, and the diet question, added to the fact that no seriously urgent request has yet come from any European Government, the enormous war debt of 1904-5, still to be paid, the attitude and relations with China, and the strenuous service of the Japanese navy, explain why Japan's armies will not be found in Europe, for the present at least.

Meanwhile, the steady stream of falsehood, caricature and every sort of misrepresentation that has disgraced American journalism for a decade shows signs of drying up. It is certainly significant that in a fabrication of notably false reports, journalistic distortions and malicious editorials, German correspondence in Peking has been largely responsible.

The historic friendship between the young republic of the West and the most progressive of Asian nations rests on something more than sentiment. It is solidly based on the rock of mutual self-interest. The Stars and Stripes were first mirrored in Japanese waters in 1797, and during six score years the chronicle of friendship stands unbroken. It is through Japan that America is to help in the regeneration of the Mother Continent.

**The Source of Life.**

In a noteworthy address at the New York Academy of Medicine HENRY FAIRFIELD OSBORN, president of the American Museum of Natural History, said recently:

"It appears reasonable to suppose that when life appeared on the earth some of the forms of energy preexisting in the cosmos were brought into relation with the properties of the chemical elements also existing."

And thus life, as we recognize it in its various manifestations, began.

As proof of this Dr. OSBORN advances the fact that the same energies which are utilized in the world of lifeless substances—heat, light, electricity and chemical and physical changes of an identical sort. We have discovered no form of energy peculiar to life.

This suggests that life, having been brought about, is interminable; for if we suppose all present life to be consumed it might, and presumably would, be developed again by the same bringing into relation with each other of forms of energy and the properties of chemical elements. We cannot suppose that with the cessation of life these energies would disappear or these properties of lifeless substances change.

**Baseball Will Survive.**

"Baseball must survive!" exclaims a citizen whose interest in the exemption from military service of professional players may not be altogether altruistic.

Let no lover of the sport lament: baseball will survive. Every year a great army of boys reach the baseball playing age, whose town minimum is from ten to fourteen years, according

**THE BOY: A PUZZLE.**

More of a Mystery to Newman Than to Tarkington.

To THE EDITOR OF THE SUN—Sir: A cheap copy of "The Whistling Boy" adorns the wall of my study. In view of the dark times through which we are passing the picture is not only pleasant to the eye, but a pure joy to the heart. The open road in loud invitation, and like a white sail it winds and curves into distances between the wayside green of bush and tree.

The boy of course is warlike: his blue overall is noticeably wrinkled; his broad straw hat is not only porous but ragged; and on his right shoulder, unlike, rests his fishing pole, while his left arm guards a basket expectantly open for fisherman's luck. The season of the year is painfully clear, and you are equally sure that the boy is filling the quiet of the country with arias unknown to the best composers and challenged only by the irrepressible singers of the woodland.

Although the artist has placed youth on the canvas, he has not captured the boy. Mystery clings to him which baffles all penetration. Atmosphere hangs about him as subtle, though not as fragrant, as the breath about a flower. He is never fully mastered, and is never really intimate, even with those whom he respects and loves.

My mind unconsciously, the elements out of which the first child was made, and, for the enlightenment of the nations, insists that God, in its creation, pursued the following process:

Then He took of the sun a golden beam. And He took the carol the redbreast sang.

The ripple life took of a clear, cool stream. And the shining down from a King's face's smile.

And a boy and a girl He took, and smiled. And He mixed them up and He made a child.

Cardinal Newman, while familiar with the life and thought of the university man, admits his failure to know the Boy. Out of the mouth of Charles Reed, a Catholic priest, he extracts the confession that "there is no telling what is in a boy's heart. He may look as open and happy as usual, and be as kind and attentive, when there is a great deal of wrong going on within."

The artist has wrought with much success in the painting of many of the Boy's poses, and the poet has noticed his shiny face and discovered the contents of his numerous pockets, but at the end of the day both humbly kneel before this pleasant mystery and plead:

Little boy whose great round eyes  
Held the picture of the sky,  
When and where and how he came,  
When and what and why are you?

Apart from the revealing light with which religion floods the soul, the most intimate knowledge of "the Boy" which I have recently met is contained in the books of Booth Tarkington and Kenneth Grahame. In "The Road to Ruin" by the former, and in "The Golden Age" and "Dream Days" by the latter, you have practical psychology of the Boy which Professor James might envy without apology and study without loss of self-respect.

G. J. DONAHUE.  
SHELTON, Conn., December 14.

**HE GETS HIS PENSION.**

Another Attempted Case of a Shark's Attack on a Man.

To THE EDITOR OF THE SUN—Sir: On July 7, 1916, a sailor on board the U. S. S. Galveston, then lying in Olney, N. Y., was killed by a shark while bathing with some of his shipmates from the dry dock. When about forty feet from a shark seized him and bit off his right foot.

This unfortunate applied for a pension, which was granted him by the Pension Bureau on December 3. There is a full and complete record of the affair in the Navy Department and in the Pension Bureau. I have no doubt this will stir up trouble.

Those who think sharks won't bite must believe the Germans won't fight.

OSWEGO.  
WASHINGTON, D. C., December 15.

**"Amiche" Thieves' Slang.**

To THE EDITOR OF THE SUN—Sir: The word "amiche," sometimes spelled "amunche," is French thieves' slang for "friend." It is not a word of recent coinage, but one which, to my knowledge, has been in use since the 18th of the last century. It probably originated in this period.

F. H. V.  
New York, December 15.

**The Last Crusade.**

In the dusk of the vanished ages we read how it came to pass  
That a man called Peter the Hermit rode  
Through France on an ass,  
Preaching to Europe from the board  
Of the ship that bore him home.  
The word of Heaven as spoken by the lips  
Of the Pope of Rome.  
"God commands!" and the edict was met  
As with an echo, and the result  
Was that the Holy City, from the grip  
Of the infidel, was freed.  
Pilgrim and palmer heard it, and pater  
And Mass  
Rode and sang and sang about them their  
Fervent following:  
Then they marched by the land in legions,  
And they sailed in hosts by the sea,  
Godfrey, Baldwin and Tancred, and  
Robert of Normandy.  
While many dropped by the wayside, and  
Knights and their squires were slain,  
The Cross still urged them onward as they  
Went to the Holy Land.  
Till at last pealed the triumph trumpet,  
The day of their victory came,  
When they heaved through lanes of slaughter  
To the church of the Holy Name.  
Red were the years thereafter, as red  
As the crimson fire  
Flushing the mountains, surges that break  
On the reefs of Tyre.  
Ever and ever the onset, ever the sanguine  
Shock  
Rocking the plains of Acre, shattering  
The walls of Jerusalem.  
Saladin bearing the Crescent, master of  
warlike art:  
Holding the Cross before him, Richard the  
Lion Heart.  
Shakes the walls of Zion, the spot that  
was Judah's crown,  
While drowned in the blinding water the  
star of the Cross went down—  
Down—on the paynim banner hung until  
yesterday  
Sinitar in the sunlight over the Zion  
tower.  
Vain were the sacrifices made to the days  
long gone,  
The rout on the heights of Hattin, the  
press at Accaron!  
But now where the solemn Syrian guards  
and Gethsemane,  
And over the Mount of Olives drives the  
olive tree,  
Forever and forever, ere, with Time shall  
change,  
Over the walls of Zion may there descend  
His peace!  
Not with him the sacrifices that man to  
God has made;  
May this, when the Night shall cover,  
may this be the Last Crusade!

CLYTON SCULLAN.

**TRADE BRIEFS.**

Consul W. Rodrick Dorsey, Quebec, Canada, reports that the present is an opportune time for the introduction of American cotton goods into the markets of the Dominion. A list of possible buyers of this product can be obtained from the Bureau of Foreign and Domestic Commerce, 124 Custom House, New York City.

Outdoor sports, especially baseball, are steadily gaining in favor in Porto Rico, and the sale of baseball caps and uniforms is being increased by personal representation. The Bureau of Foreign and Domestic Commerce, 124 Custom House, New York City, has prepared a list of dry goods stores in that city and will send it to interested parties who refer to File No. 950735.

The thefts of merchandise from lighters on the west coast of South America present a serious problem. Special Agent G. M. Jones advises that goods for foreign shipment be packed more securely, with partitions in the cases when practicable. Cases should be made of good lumber and securely strapped with metal.

A soap dealer in Aden, Arabia, wishes to receive samples of muck soap. Dealers interested should write to the Bureau of Foreign and Domestic Commerce.

Luxuriant and safety matches are in demand in Ireland.

Extensive improvements are to be made on the highways in and near Santo Domingo, Dominican Republic, reports Consul C. S. Edwards. Bids will be open to American construction firms.

A market exists in Scotland for lithographs to be used in the manufacture of linoleum.

**THE STAGE OF YORE.**

Another Playgoer Recalls the Giants of Yesteryear.

To THE EDITOR OF THE SUN—Sir: As an old time New Yorker I enjoy reading the tales of the old Bowery and stories of old New York, though I am not as old as some of your correspondents. I remember being taken to see George L. Fox in "Humpty Dumpty" at the Olympic Theatre on Broadway and "Barney the Guide" at Wood's Museum at Thirtieth street and Broadway, later David's Theatre, and to see Johnny Thompson in "O'Connell."

My father used to attend the Bowery Theatre regularly. He was acquainted with the elder Booth and told about his being so in earnest when he had a sword duel in a play that the actor playing the opposite part had always to be on his guard or Booth would run him through. He told us that an actor actually ran off the stage one evening by Booth in the duel scene.

No doubt a few remember Sid C. France in "Marked for Life," Frank L. Payne in "Sl Slalom," Leonora Brothers in the "Dog Spy," and N. B. Wood in the "Boy Abner." I saw some of them at Jack Abner's Eighth Street Theatre; some called him Jack Eighth Street. More will remember Harrigan and Hart's at 514 Broadway, patronized by bankers and big business men.

The "Mulligan Guard Series" made a big hit, along with Dave Brahams' grand musical John Will. Billy Gray, Dan Collier and others made fine showings in the "Skidmore Guards." Harrigan at that time gave a short vaudeville show and such favorites as Jennie Morgan, Goss and Fox, Jack Hart and others appeared. Some great stars appeared at Jim Fisk's Grand Opera House. I remem-

**FAIR PLAY FOR INVESTORS IN THE STOCKS AND BONDS OF AMERICAN RAILROADS.**

Mr. James Speyer on Owners' Rights and Government's Duty—He Recommends the Creation of a Cabinet Department of Transportation or Communication.

The time has come for the United States Government authorities to take, without further delay, comprehensive and effective measures to relieve the financial distress of the country's railroads, not only in justice to the millions of holders of their securities but also in the interest of the country at large, and especially so with a view to the successful prosecution of the war.

Since January 1, 1917, prices of railroad securities have fallen to an alarming extent, so that to-day they show a total depreciation within this year of over \$1,750,000,000. This depreciation represents only part of the total losses sustained by the owners since the European war began. There seem still to be some people who like to explain all this as being largely due to stock jobbing and dishonesty of a few in the past. Mismanagement by railroad officials or wrongdoing by financiers should be mercilessly exposed and the guilty ones punished, but not in a way to make the innocent suffer and let the guilty ones escape. I believe the railroads of the country, as a whole, are now more efficiently managed than ever before, and that there is nothing that, during the last three or four years, the operating officials and stockholders have done to deserve, and nothing they could have done to escape, these heavy losses.

While the conditions as to our railroads naturally are not identical in all parts of our great country, the situation as regards most of the large companies is similar enough to warrant the following general statement: The depreciation in all securities is caused by some factors due to the European war, viz., the decreased purchasing power of money or the higher cost of capital, and the offering of huge Government loans at comparatively high interest rates with special tax exemptions. But the decline in railroad securities has been very much heavier than that in other securities.

In fact, the bonds of industrial corporations have declined much less than railroad bonds; but when we come to share the difference is even more striking. United States Steel common shares are selling to-day 35 per cent. above July, 1914, figures, while Pennsylvania Railroad shares are selling nearly 20 per cent. and Baltimore and Ohio shares nearly 50 per cent. lower than in July, 1914.

It is difficult to find a special cause that has affected the prices of railroad securities, and among these are the very heavy sales of the latter securities in our market made for foreign account. We have taken no protective measures in the interest of our corporations and investors against such sales, which are estimated to amount to about \$1,700,000,000 since the war began.

Both of the above causes, the borrowing of large sums by our own and by foreign Governments at attractive and rising interest rates, and the sale of railroad securities for European account, are still operating, but they cannot by themselves explain this extraordinary shrinkage in the value of our railroad securities.

This is due mainly to the actual and prospective impairment of credit of our railroad systems and consequent lack of confidence in them. The latter seems superfluous for me to repeat here in detail the factors that have gradually brought about this impairment of credit and the diminishing net return on the properties and capital invested. The Government has in other conditions and higher cost of production and higher wages by fixing prices for pig iron 105 per cent. higher, for wheat 156 per cent. higher, for bituminous coal 115 per cent. higher and for coke 215 per cent. higher than before the war; but as regards the railroads the discussion and argument for a freight rate increase of a paltry 15 per cent. have been going on for months. It must be evident to any unprejudiced observer that such a small increase will no longer suffice to solve the financial difficulties of the roads principally affected and restore confidence in fact. It will make up only a part of the heavy expenditures they are obliged to incur through higher cost of coal, oil, and higher wages. An increase of 25 or 30 per cent. would more nearly achieve this desired end, and then only provided the investing public has some assurance that the companies would not be obliged again to pay out a large part thereof to meet further increases in cost of operation.

I will refrain from mentioning the large amounts expended by the railroads for changing wheels into steel cars, adopting safety devices, track

elevations, all in the interest of the public, and the additional financial burdens put on the roads through legislation, State and Federal, for expenses connected with the physical valuation and new and higher taxes.

All these factors which have been operating to the detriment of the owners of railroad securities and railroad credit are bound to do so at a cumulative rate, and must have the most serious consequences to the owners. These latter are just as much in danger as the public, and the latter are in my humble opinion entitled to a larger return than they had before the war, as are the wage earners. The purchasing power of a "dividend dollar" has declined just as much as the purchasing power of a "wage dollar." It is not fair that interest and dividend payments should be curtailed or stopped altogether, nor should they be put in jeopardy. Millions of our citizens, either directly as owners or indirectly as savings bank depositors and owners of life insurance policies, must suffer more and more if a remedy is not found at an early date. But it is not only on account of these unjust and undesired losses that I think the Government should now intervene effectively.

It is well known that many of the companies have not been able to keep up with the demands for extensions and new motive power, and this, together with the scarcity of skilled labor, has resulted in a serious loss to the detriment of shippers, not only in industrial but also in agricultural and mining sections. If the improvement and development of our transportation systems have to be further curtailed or stopped altogether for lack of funds, the consequences must be most serious. We shall see railroad accidents and congestion of freight and forced embargoes. It has become practically impossible for the railroad managers to sell long term bonds, except at ruinous rates of interest. Only a very few companies could raise funds necessary to take care of maturing obligations and for improvements and betterments and new motive power and cars by selling stocks at par, so that there is nothing left for them but to try to borrow on short time, at high interest rates, the funds so urgently needed. This is a most serious situation, and one of financing, and in time must lead to bankruptcy and receiverships.

A still more serious consequence of this depreciation in railroad securities is the depressing effect on financial sentiment and affairs generally. It will result not only in decreased interest rates, but it will make the flotation of future Government loans more difficult than it otherwise would be. I think it is safe to say that the decline in railroad credit will be a large factor in increasing the rate of interest on future Government loans, not to mention increased cost of capital for legitimate industrial enterprises.

A rate increase not only adequate for the present, but liberal for the future, is necessary; but, by itself, it will come too late to solve the problem. I consider that the holders of railroad securities have the right to ask and expect the Congress to adopt well considered and comprehensive measures at the very earliest date to help them to carry the financial burdens and to prevent paralysis of our transportation facilities and general financial demoralization. It is useless to delay to determine the time how far palpable mismanagement and misdeeds of a few in the past, and how far the policies still being pursued through well intentioned but sometimes punitive regulations and harmful restrictions, are responsible for this state of affairs, especially as this critical time when so much traffic has to be carried by land and which was formerly transported by water. The fact is that an emergency exists which no private individual or combination of individuals, be they operating officers, stockholders or bankers, can overcome. For so long has the railroad question been near the football of politics.

This intricate problem cannot be solved by belauding the issue with personal abuse, either of Government or railroad officials or bankers, nor by the claims of narrow special interests, be they shippers, executive officers of particular roads or heads of labor unions.

If one keeps clearly in mind the causes which have brought about the existing conditions and which, in my opinion, would have brought about these conditions in any event—the war only having had the effect of hastening and intensifying—I am sure that the remedies, some extent suggest themselves. It is a great satisfaction to see that the men now composing

the Interstate Commerce Commission in their recent report point the way to a change through concrete recommendations. At the same time it is a disappointment, especially to the much tried and long suffering owners of railroad securities, to see from the answer of the Railroad War Board, transmitted through Senator Newlands, that they do not grasp the hand which the Interstate Commerce Commission extends to them to lift them out of their distress on a firm ground.

In my humble opinion, the remedies for the existing railroad situation are not complicated and are indeed indicated by the Interstate Commerce Commission:

1. Repeat or suspension of the anti-pooling and anti-trust provisions as far as the railroads' operations are concerned.
2. Some what higher rates to compensate for the existing higher wage and higher cost of material and supplies.
3. Financial assistance by the United States Government to the railroads for specific purposes.

As to the latter, if loans by the Government are thought best, they should not be for too short a period and they should be repaid gradually by the railroads through the proceeds of higher passenger fares, allowed for that specific purpose. This would also have the indirect advantage of curtailing passenger travel. If a guarantee of net income is decided on an additional allowance should be made for interest on funds expended for improvements, etc., subsequent to the period taken as a basis.

There seems no good reason, from the investor's standpoint, why the issues of securities by railroad companies should not be supervised by the Interstate Commerce Commission. Therefore it may be suggested in the case of those companies which as to receive financial assistance from the Government, if possible, the interference and additional supervision and delays by State commissions should be eliminated.

As to helping the credit of the companies through purely financial measures by improving markets for their securities, Secretary McAdoo, who is thoroughly familiar with the consequences of large sales for foreign account, and of the exclusion of railroad securities from Reserve Bank collateral, etc., no doubt could suggest remedial measures for the purpose of facilitating the placing of our Government loans in the future.

It seems to me that the above suggestions, if adopted, would very largely solve the railroad problem, provided one could depend on the managers of the roads (I mean of the stronger ones) to carry out the suggestions, who are actuated by the best motives, and together harmoniously and sink permanently some of their differences for the common good. As things are now this may be difficult, because each one naturally has to consider how to protect the interests of his own particular property. Therefore it may be necessary, at least for this present emergency, for the President to appoint an administrator who would work through and with the Railroad War Board but who would have broad powers over all the roads, so that he could insist on the necessary harmony and cooperation.

In any event it would seem that the time has come for the creation of a new Cabinet office, Secretary of Transportation or Communication, whose department would comprise not only interstate land but also water and air transportation and matters connected therewith. Of course the success of all laws and measures depends largely on the men called upon to carry them out. They should be men not representing any particular party or class interest, but men who understand and are familiar with and experienced in this particular field. I am sure that any man who is considered and effective measures of permanent relief which may be proposed will meet with the approval of the American people, because I have absolute confidence in their desire for fair play and in their common sense. It is not only a remedy for the present emergency but a request for permanent through a real change of policy, a step for the future. This is necessary not only to conserve the legitimate investments of millions of our citizens who are interested directly or indirectly in railroad securities, but also for the welfare of our country as a whole. These latter causes are of course allied and one cannot be separated from the other without injury to both.

JAMES SPEYER.  
New York, December 14.

**THE REFORMED DELICATESSEN SHOP.**

To THE EDITOR OF THE SUN—Sir: William Page demands an end to the boutique on Duane street and the sale of porce, des delicatessen, etc., and the sale of delicatessen.

Now come it is a head-on attack on the sale of the cuisine et de comestibles qui viennent de la langue française et qui insistent trop d'acheter des vases peints d'humainité, peints d'effrayer caractère.

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